

# CHINA



# MAIL

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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號四月七年九十七百八千一英

HONGKONG, FRIDAY, JULY 4, 1879.

日五十月五年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTOH, Ludgate Circus, R. C. BATES, HENRY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monnaie, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTOH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZKE & Co., Manila.

CHINA:—MACAO, MESSRS A. A. DE MELO & Co., Suvaia, CAMERON & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HEDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & Co.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars. Reserve Fund, \$1,500,000 Dollars.

## COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. KESWICK.  
R. R. BELLIS, Esq. WILHELM REINER, Esq.  
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.  
H. HOPKINS, Esq. W. S. YOUNG, Esq.  
A. MOLVER, Esq.

## CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EMMET CAMERON, Esq.  
London, BANKERS—London and County Bank.

## HONGKONG.

## INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Japan, India, Australia, America, China and Europe.

T. JACKSON, Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 15, 1879.

## NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at FOOCHOW will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT, p. Manager.

Oriental Bank Corporation,  
Hongkong, May 28, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, \$3,200,000. RESERVE FUND, \$800,000.

HEAD OFFICE—14, RUE BERGHE, PARIS.

AGENCIES and BRANCHES at:

LONDON, BOULSON, SAN FRANCISCO, MARSEILLE, POI BAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, KOBE.

LONDON BANKERS:

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOULLEMONT, Manager, Shanghai.

Hongkong, May 20, 1879.

## Banks.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—  
For 12 months, 5 per cent. per annum.  
" 6 " 4 per cent. " "  
" 3 " 2 per cent. " "

H. H. NELSON, Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £150,000.

## Banks.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS.  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## Entertainment.

V. R.

GARRISON THEATRE.

BY Kind Permission of COLONEL W. J. STUART, COMMANDING TROOPS, LIEUT. COLONEL HALL, and OFFICERS ROYAL ARTILLERY.

THE ROYAL ARTILLERY DRAMATIC CLUB respectfully announce to the Garrison and the Public their intention of giving a PERFORMANCE IN THE ABOVE THEATRE.

THIS EVENING, the 4th JULY, 1879.

For the benefit of the Widows and Orphans CAUSED BY THE ZULU WAR.

THE PERFORMANCE will commence each Evening with the LAUGHABLE AND ENTERTAINING FARCE, entitled

"A TERRIBLE TINKER."

INTERLUDE. Sergeant A. GAMBLE, 27th Inniskillings.

To conclude each Evening with the AMUSING FARCE, entitled

"WHICH SHALL I MARRY?"

By kind permission of Lieut. Colonel GEDDES and OFFICERS, a portion of the Band of 27th Inniskillings will attend.

Prices of Admission:—  
First Seats, One Dollar.  
Second do., 50 Cents.  
Third do., 25 " "

Tickets can be obtained at the OFFICERS' Mess, SERGEANTS' Messes, CAPTAIN SERGEANTS, R.A., and 27th INNISKILLINGS, all PAY SERGEANTS, and at the DOOR on the Nights of Performance.

Doors Open at 8.30 p.m. To Commence at 8.00 " "

PUNISHMENTS will be kept in motion during the Performance.

"GOD SAVE THE QUEEN."

Hongkong, July 4, 1879.

## Intimations.

NOTICE.

OUR OFFICE has TO-DAY been REMOVED to 8, PRAYE CENTRAL.

REISS & Co.

Hongkong, July 1, 1879.

## NOTICE.

SUN SHING has REMOVED to No. 62, QUEEN'S ROAD, Opposite the CHARTERED BANK.

Hongkong, June 24, 1879.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

48, Queen's Road Central.

Hongkong, June 20, 1879.

## Intimations.

## EX LATE ARRIVALS.

CHILDREN'S BOOKS, Latest Editions. CAVENTISH ON WHIST. POLE'S THEORY OF WHIST. WALKER'S CORRECT CARD. BALBRIGGAN UNDERSHIRTS (A Novelty). WIRE RAT TRAPS. BULL'S EYE LANTERNS. BATH SPONGES. WHITE BRO'S PORTLAND CEMENT.

LAWN TENNIS BATS, BALLS and NETS. LAWN BOWLS, QUOITS and OTHER GAMES. Scotch Home-made JAMS and JELLIES. PHOTOGRAPHIC ALBUMS. ICE PITCHERS and PAILS. AUTOMATON UMBRELLAS. FRENCH BOOTS and SHOES. ENGLISH BOOTS and SHOES.

CHRISTY'S BLACK and DRAB HATS. "YOU DIRTY BOY." COPE'S GOLDEN CLOUD TOBACCO. American GOLDEN LEAF TOBACCO. Well-Sensitized CIGARS. MEERSCHAUM PIPES and CIGAR TUBES. POCKET-KNIVES. QUININE. CONSTABULARY REVOLVERS. SPIRIT LEVELS. New Style CHIT BOOKS.

LANE, CRAWFORD & Co.

Hongkong, June 18, 1879.

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 1st to the 10th Proximo, both days inclusive.

A. NEWTON, Manager.

Hongkong, June 10, 1879.

KELLY & WALSH, PUBLISHERS, BOOKSELLERS, STATIONERS.

TOBACCONISTS & NEWS AGENTS, BEG to intimate that they will Open a BRANCH ESTABLISHMENT in MARINE HOUSE, QUEEN'S ROAD CENTRAL, Hongkong (next door to the Exchange). Mr. WALTER BREWER will SIGN per Procuration.

Shanghai, June 1879.

## NOTIFICATION.

NOTICE is hereby given that a Section, about 64 miles, of the Company's GUTZLAFF NAGASAKI CABLE has been RE-LAID from the South to the North of the PARKER, SADDLES and BARREN ISLANDS in a curve from GUTZLAFF to the NORTH SADDLE, running along ELLIOT, CHESNEY and SIDE SADDLE, about 2 mile distant, and from the NORTH SADDLES LIGHT, bearing South, 1 mile distant, in an E. by S. direction about 31 miles, passing the BARREN ISLANDS until these bear W. 2 N. distance 6 miles, when the Cable is again spliced into the old Line running in a straight Line about E. N. E. till midway between PALLAS ROCK and MEASIMA (Asses Lare) on the coast of Japan.

GEORGE J. HELLAND, General Agent. GREAT NORTHERN TELEGRAPH COMPANY, HEAD OFFICE, Shanghai, June 20, 1879.

## NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as AUCTIONEER, APPRAISER AND COMMISSION AGENT.

All GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.

Hongkong, July 1, 1879.

## NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE HOUSE, QUEEN'S ROAD CENTRAL, are Open Daily for the use of MEMBERS from 9 a.m. to 6 p.m.

Special Days—TUESDAYS and FRIDAYS, from 12 to 12.30 and 4 to 4.30 p.m.

Applications for admission as Members to be addressed to

E. GEORGE, Secretary.

Hongkong, June 18, 1879.

## DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

## NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 28, 1878.

## Intimations.

SEALED TENDERS will be Received by the Undersigned until Noon, on TUESDAY, the 8th July, for LAYING about 2,400 feet of CAST IRON WATER PIPES (the Pipes to be provided by Admiralty) from the Reservoir on the Hill behind Naval Hospital, Mount Shadwell, to the HOSPITAL BUILDINGS, and for FIXING FIREHOOKS, HYDRANTS, &c., in connection with the Same, according to Plans and Particulars which may be seen on Application at this Office.

JOHN BRENNER, Naval Storekeeper. H. M. Naval Storekeeper's Office, Hongkong, 1st July, 1879.

## NOTICE.

VICTORIA DISPENSARY.

THE Undersigned begs to inform his Friends and the Public generally that he has engaged the Services of a THOROUGHLY QUALIFIED EUROPEAN ASSISTANT, who will attend solely to the DISPENSING DEPARTMENT, hoping thereby to merit in a greater degree their Confidence and Patronage.

WM. CRUCKSHANK.

Hongkong, June 26, 1879.

## Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA. The Departure of the S. S. "HINDOSTAN" for the above Ports, is POSTPONED till SATURDAY, the 6th Instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, July 2, 1879.

FOR MANILA. The Steamship "DIAMANTE" Captain THEAUP, will be despatched for the above Port on SATURDAY, the 6th Inst., at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, July 1, 1879.

FOR SWATOW, AMOY & FOOCHOW. The Steamship "DOUGLAS," Capt. YOUNG, will be despatched for the above Ports on SUNDAY, the 6th Inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, July 3, 1879.

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers for all Australasian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Company's Steamship "OCEAN," due here in a few days, will receive prompt despatch as above.

For Freight or Passage, apply to GEO. R. STEVENS & Co.

Hongkong, July 2, 1879.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANANIS," Command. DE LA MARCELLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, July 1, 1879.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "AMAZONE," Commandant LORMIER, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, July 1, 1879.

## Sailing Vessels.

FOR NEW YORK. The 3/4 L.I.I. American Ship "MONTE ROSA," C. O. CARTER, Master.

For Freight, apply to VOGEL & Co.

Hongkong, July 3, 1879.

## Shipping.

Sailing Vessels.

FOR SAN FRANCISCO. The 4 1 British Bark "COLBYN," BULMAN, Master, will load here for the above Port, and will be despatched on the 15th July.

For Freight or Passage, apply to VOGEL & Co.

Hongkong, June 21, 1879.

FOR SAN FRANCISCO. The 4 1 American Ship "SOUTH AMERICAN," Captain KNOWLES, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, June 13, 1879.

FOR NEW YORK. The 4 1 American Schooner "IRENE," Captain YATES, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, May 21, 1879.

FOR SAN FRANCISCO. The 4 1 American Bark "J. R. STANHOPE," Captain PRILSBURG, will load here, and will have quick despatch for the above Port.

For Freight, apply to RUSSELL & Co.

Hongkong, June 9, 1879.

FOR HAMBURG. The 3/4 L.I.I. German Bark "HELENE," VOLGARDEN, Master.

For Freight, apply to VOGEL & Co.

Hongkong, June 25, 1879.

FOR LONDON. The 4 1 British Bark "GAUNTLET," LUCAS, Master.

For Freight, apply to VOGEL & Co.

Hongkong, June 6, 1879.

## Auctions.

PUBLIC AUCTION.

SALE OF HOUSEHOLD FURNITURE.

THE Undersigned has received instructions to sell by Public Auction, ON

SATURDAY, the 5th July, at Noon, at Messrs LAMBERT, ATKINSON & Co.'s premises, Peddar's Wharf, 2nd Floor,—

THE ENTIRE HOUSEHOLD FURNITURE, comprising:—Drawing-room Suite, Piano, Dining and Bedroom Furniture, Brass and Iron Bedsteads, Pictures, Glassware, &c., &c., &c.

Catalogues will be issued prior to Sale. TERMS.—Cash on delivery.

G. R. LAMBERT, Auctioneer.

Hongkong, July 2, 1879.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. G. SMITH, Esq., to sell by Public Auction, on

FRIDAY, the 11th July, 1879, at 2 p.m., at his Residence, No. 3, Blue Building, Praya East,—

The whole of the HOUSEHOLD FURNITURE, &c., (Mostly English-made),

Comprising:—English-made Walnut Drawing-room Suite covered in Crimson Damask.

English-made Walnut Centre Table and Canterbury.

Crimson Velvet covered Ottoman, Teak Card Tables and Side Tables, Oleographs, Ormolu Drawing-room Clock, Chimney Glasses, and Ornaments.

English-made Mahogany Telescope, Dining Table and Sideboard.

English-made Mahogany Dining-room Suite covered in Maroon Morocco.

Dinner, Dessert and Breakfast Sets, Glass and Plated Ware.



## Auctions.

## PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

**THE HONGKONG DISTILLERY,**  
Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FIXTURES.

For further Particulars, apply to  
Messrs SHARP, TOLLER, and JOHNSON,  
Solicitors, Supreme Court House, Hongkong.  
Hongkong, March 5, 1879.

## For Sale.

## FOR SALE.

**JULES MUMM & Co.'s CHAMPAGNE,**  
In Quarts and Pints.  
**GIBB, LIVINGSTON & Co.**  
Hongkong, May 26, 1879.

## FOR SALE.

(To close a Consignment.)

A Few Cases RUINART'S well-known CHAMPAGNE, at \$10 per Case of ..... dozen Quarts.  
\$11 per Case of ..... 2 " Pints.  
**LANE, CRAWFORD & Co.**  
Hongkong, June 17, 1879. jyl7

## SELLING OFF.

As it is necessary to Effect a COMPLETE CLEARANCE by the end of the present month,—The whole of  
**LAMBERT ATKINSON & Co.'s**  
REMAINING  
**VARIED STOCK,—**  
comprising:

**FAMILY STORES:**  
WINES.  
SPIRITS.  
ALES.  
STATIONERY.  
BOOKS.  
ELECTRO-PLATED WARE.  
GLASSWARE.  
CROCKERY.  
SHIPCHANDLERY.  
&c., &c., &c.

Will be sold at FURTHER GREATLY REDUCED PRICES.  
Hongkong, June 4, 1879.

## Notices to Consignees

FROM LONDON AND SINGAPORE.

THE S. S. *Glengyle* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 o'clock TO-DAY.

Cargo remaining undelivered after the 9th instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

**JARDINE, MATHESON & Co.**

Hongkong, July 2, 1879. jyl9

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Yangtze.

AME (in diamond) Nos. 16/17, Or., 20 cases  
T J ..... Flannel, from London.

Ex Djennah.

L (in diamond) 415/21, 7 cases Mer'dise,  
H ..... Order, from London.  
T J L 37 pgs. Nuts, from Singapore.

G. DE ORAMPEAUX,  
Agent.

Hongkong, July 3, 1879.

## To-day's Advertisements.

## FOR NEW YORK.

The A 1 American Bark "**CHASCA**,"  
Captain WASHINGTON, will have quick despatch for the above Port.

For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, July 4, 1879.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Venice* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at their landed and stored at Consignees' risk and expense.

**JARDINE, MATHESON & Co.**

Hongkong, July 4, 1879.

## To-day's Advertisements.

## NOTICE.

FROM the 1st JULY, 1879, our Business in Hongkong will be CONDUCTED under the Firm or Style of **NORONHA & Sons**, and at Shanghai under that of **NORONHA & Sons**.

Mr. A. J. NORONHA is authorised to Sign our Firm in Hongkong per Procuration.

**NORONHA & Sons.**

Hongkong, July 4, 1879. jyl18

WANTED for the SAVERS' HOME, A STEWARD. Apply to the Undersigned.

**H. G. THOMSETT,**  
Hon. Secretary.

Hongkong, July 4, 1879. jyl18

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

JOHN R. STANHOPE, American barque, Capt. H. G. Pillsbury.—Arnhold, Karberg & Co.

VIGILANT, American ship, Capt. John C. Ross.—P. & O. S. N. Co.

G. C. TRUFANA, British ship, Captain G. Thomas.—Messageries Maritimes.

MONTE ROZA, American ship, Capt. O. O. Carter.—Borneo Co., Ltd.

## SHIPPING.

## ARRIVALS.

July 4, *Tanais*, French steamer, 1000, do la Marcolle, Yokohama June 28, Mails and General.—Messageries Maritimes.

July 4, *Yangtze*, British steamer, from Canton.

July 4, *Hwai Yuen*, Chinese steamer, from Canton.

July 4, *Diamante*, British steamer, 514, E. Thebaud, Amoy July 2, and Swatow 3, General.—Russell & Co.

July 4, *Tartar*, German barque, from Whampoa.

July 4, 1.30 p.m., *Fuyue*, Chinese str., 920, Croad, Shanghai June 29, 5 a.m., and Swatow 3, 4 p.m., General.—C. M. S. N. Co.

July 4, *Venice*, British steamer, 1271, Rhode, Calcutta June 19, Penang 26, and Singapore 27, General.—JARDINE, MATHESON & Co.

## DEPARTURES.

July 4, *Yotung*, for Swatow.

4, *J. R. Stanhope*, for San Francisco.

4, *San Peter*, for Nicolaiefsk.

4, *Glengyle*, for Shanghai.

4, *Giamis Castle*, for Shanghai.

## CLEARED.

*Pallas*, for Guam.

*Abbie N. Franklin*, for Canton.

*Charité*, for Whampoa.

*San Francisco*, for Foochow.

*Three Brothers*, for Quinhon.

*Pi De Ma Dee*, for Bangkok.

## PASSENGERS.

ARRIVED.

Per *Tanais*, from Yokohama: for Hongkong, Messrs Lasare, Ito Djo Ichi, Kotsak and friend, A. Hing, and M. Medley's boy; for Saigon, Messrs Garnault, and de Peron; for Marilla, Messrs Takaki, Taisi Oamae, Mr and Mrs Medley, and Mr Sinclair.

Per *Fuyue*, from Shanghai, Mr Lao, and 61 Chinese.

Per *Diamante*, from Amoy, 125 Chinese.

Per *Venice*, from Straits, 200 Chinese.

## DEPARTED.

Per *Glengyle*, for Shanghai, Rev. Mr Pearson.

Per *Yotung*, for Swatow, 28 Chinese.

## SHIPPING REPORTS.

The British steamer *Diamante* reports: Left Amoy on the 2nd inst., light variable winds and fine weather until arrival in Swatow. Left Swatow on the 3rd, had variable winds with much rain.

The Chinese steamer *Fuyue* reports: Left Shanghai on the 26th of June, passed through Haitan Straits on the 1st of July, arrived in Swatow at 2 p.m. on the 2nd, left Swatow at 4 p.m. on the 3rd, and arrived in Hongkong at 1.30 p.m. on the 4th. First part moderate Southerly winds and fine weather to Swatow, thence to Hongkong squally with heavy rain.

## CARGOES.

Per American ship *Hase*, sailed 22nd June, 1879.—For New York, 1,780 rolls Matting, 2,000 bales Hemp, 2,800 boxes Camphor, 870 boxes Palm Leaf Fans, 89 bales Hides, 175 boxes Essential Oil, 160 pgs. Cans, 100 boxes Java Sticks, 85 boxes China Ware, and 100 pgs. Sundries.

Per American ship *Prima Donna*, cleared 25th June, 1879.—For London, 8,027 bags Sugar, 10,000 boxes Cassia=5,000 ppls., 1,025 cases and 728 casks Preserves, 764 pgs. Cans, 47 cases Essential Oil, 80 bales Hides, 20 bales Feathers, and 825 pgs. Sundries.

Per British barque *Golden Fleets*, sailed 26th June, 1879.—For Hamburg, 780 pgs. Fire Crackers, 968 bales Galangal, 658 boxes Gallants, 270 boxes Cassia, 200 bales China Root, 800 cases Preserved Ginger, 247 pgs. Cans, 80 pgs. Tea, 89 pgs. China Ware, 161 rolls Matting, 82 bales Split Rattans, 12 cases Paper, 10 cases Cassia Oil, 10 cases Aniseed Oil, and 407 pgs. Sundries.

Per American ship *Edith*, sailed 26th June, 1879.—For San Francisco, 47,689 bags Rice @ 60 lbs., 1,082 boxes Nut Oil, 888 pgs. Soy, 436 boxes Wine, 397 bags Beans, 231 bags Tapioca, 272 pgs. Tea, 728 boxes Flour, 180 pgs. Paper, 178 pgs. Fire Crackers, 168 bags Sugar, 77 pgs. Vermicelli, 84 bags Gambier, 48 bags Coffee, 66 boxes Java Sticks, 44 boxes Tobacco, and 4,595 pgs. Sundries.

Per American barque *Rattle E. Taylor*, sailed 1st July, 1879.—For New York, 22,600 boxes Fire Crackers, 3,055 bales Hemp, 1,360 rolls Matting, 180 cases Palm Leaf Fans, 31 bales Hides, and 1 case Garfies.

## CARGO.

Per S. S. *Teheran*, sailed 1st July, 1879:—To London: from Canton and Macao, 18,805 boxes Matting, 135,127 lbs. Congon, 186,805 lbs. So. Capes, and 65,390 lbs. So. Or. Pakoe; from Canton, 162 bales Raw Silk, and 46 cases Silk Piece Goods; from Shanghai, 1,294 boxes, 10,429 half chests and 119 pgs. Tea (particulars unknown), 278 bales Raw Silk, and 21 bales Waste Silks (unknown), 43 bales Raw Silk, and 47 bales Waste Silks.—To Continent: from Canton, 287 bales Raw Silk, 1 case Silk Piece Goods, and 148 bales Cocoon; from Shanghai, 691 boxes Tea (particulars unknown), and 167 bales Raw Silk.

## POST OFFICE NOTICES.

MAILS will close:—  
For HOIHOW and PAKHOI.—  
Per H.M.S. *Sheldrake*, at 10.30 a.m. To-morrow, the 6th inst.

For STRAITS SETTLEMENTS, AND CALCUTTA.—  
Per *Hindustan*, at 2.30 p.m., on Saturday, the 6th inst., instead of as previously notified.

For MANILA.—  
Per *Diamante*, at 3.30 p.m., on Saturday, the 6th inst.

For SHANGHAI.—  
Per *Hwai Yuen*, at 3.30 p.m. To-morrow, the 6th inst.

For SWATOW, AMOY, & FOOCHOW.—  
Per *Douglas*, at 8 a.m., on Sunday, the 6th inst.

MAILS BY THE FRENCH PACKET.—  
The French Contract Packet *Am*, will be despatched on TUESDAY, the 8th July, with Mails to and through the United Kingdom and Europe, via Naples, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.—  
The United States Mail Packet *China* will be despatched on TUESDAY, the 15th July, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c. which will be closed as follows:—

2.15 p.m. Registry closes.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay cannot be sent by this route.

Hongkong, June 30, 1879. july15

## HOURS OF CLOSING

## THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.—  
5 p.m.—Money Order Office closes; Post Office closes except the Night Box, which remains open all night.

Day of departure.—  
7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m.—when the Post Office Closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

## Quotations.

Hongkong, July 4, 1879.

OPIMUM.—New Patna, cash, \$540  
" Old " cash, 500  
" New Benares, cash, 602  
" Old " cash, 602

" New Malwa, credit, 730  
" Allowance Taela, 16  
" Old Malwa, credit, 735  
" Allowance Taela, 16

## Exchange.

Bank, Wire, ... 3/9  
" Demand, ... 3/10  
" 30 days sight, ... 3/10  
" 4 months sight, ... 3/10

Credits, 4 " 3/10  
Documentary, 4 months sight, 3/11  
India, Wire, ... 22 1/2  
" Demand, ... 230  
Shanghai, demand, ... 74  
" 30 days sight, ... 75  
Gold Leaf, 99 1/2 fine ... 28/10  
Sovereigns, ... 5/13

## Shares.

Hongkong Bank, 50 p. prem.  
Union Ins. Society of Canton, \$1,800  
China Traders' Ins. Co., \$1,500  
North China Ins. Co., \$1,250 ex div.  
Yangtze Ins. Assoc., \$1,750  
Chinese Insurance Co., \$250  
H.K. Fire Ins. Co., \$740  
H.K. & W. Dock Co., 5 p. prem.

H.K. & W. Dock Co., \$10 dia.  
Shanghai Steam Navigation, \$13  
China Coast S. Nav. Co., \$13, 95 ex div.  
Hongkong Gas Co., \$70  
Hongkong Hotel Co., \$35  
China Sugar Refining Co., \$140  
Chinese Imperial Loan of 1874, nominal.  
Do. of 1877, do.

## Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

Hongkong, July 4, 1879.

BAROMETER—9 a.m. ... 29.786  
Do. 1 p.m. ... 29.786  
Do. 4 p.m. ... 29.780

Thermometer—9 a.m. ... 79  
Do. 1 p.m. ... 80  
Do. 4 p.m. ... 80

Do. (Wet bulb) 9 a.m. ... 77  
Do. 1 p.m. ... 78  
Do. 4 p.m. ... 78

Do. Maximum ... 80  
Do. Minimum ... 76  
Do. Misty over night 76

## MEMOS, FOR TO-MORROW

## Shipping.

3 p.m.—*Hindustan* leaves for Singapore, &c.  
4 p.m.—*Diamante* leaves for Manila.

Auction.  
Noon.—Sale of Household Furniture, at Messrs Lammert, Atkinson & Co.'s.

General Memoranda.

SUNDAY, July 6:—  
10 a.m.—*Douglas* leaves for Coast Ports.

TUESDAY, July 8:—  
Noon.—Tenders for laying Water Pipes, &c., at Mr J. G. Smith's residence, No. 3, Blue Building, Praya East.

WEDNESDAY, July 9:—  
Goods per *Glengyle* undelivered after this date subject to rent.

FRIDAY, July 11:—  
2 p.m.—Sale of Household Furniture, &c., at Mr J. G. Smith's residence, No. 3, Blue Building, Praya East.

TUESDAY, July 15:—  
Colwyn leaves for San Francisco.

Noon.—English Mail leaves for Ports of Call and Europe.

3 p.m.—American Mail leaves for Yokohama and San Francisco.

THE HONGKONG DISPENSARY,  
Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

OF  
DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS  
OF  
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

BIRTH.  
On the 4th July, at 28, Lyndhurst Terrace, Hongkong, the Wife of ROOSTUMJEE DRAVJEEBHAI MEHTA, of a Son.

The publication of this issue commenced at 8.05 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, JULY 4, 1879.

MANY of our readers may not know of the existence of a small weekly newspaper published in Tokio, Japan, under the name of the *Tokio Times*. It is seldom that one has occasion to refer to its utterances, because better news is invariably obtainable from other sources, while the task of separating the chaff from the small quantity of wheat supplied by the *Tokio* weekly would not repay the labour. The only reason why we have departed from the usual course, and quoted the *Times*, was to illustrate the tone and manner of the publication in question. An attack upon Sir Harry Parkes, H. M. Minister to Japan, which is reprinted elsewhere, is in the best and most natural style of the Editor, and may be fairly regarded as a representative effort. It has been said that the *Times* is the organ of a party of native officials, and that this fact not infrequently explains many bitter allusions and serious blemishes which characterise its articles. This vituperative sheet, which seeks to rectify and reform the foreign press of Japan and China generally, has also more than once given its valuable opinion upon the foreign community of Hongkong; but it is to be feared the advice has not been accepted with becoming docility, mainly on account of the source from which it came and the manner in which the didactic result was arrived at.

Passing from the ridiculous to the sublime, it may be said that Sir Harry Parkes requires no defence. His services, past and present, are well known to the public and to the Foreign Office. But as we have ascertained from the best authority that this article in the *Tokio Times* is fully up to the usual standard of that organ, in that it is even more than usually untrue, it may serve a good purpose to intimate that fact to those interested. In regard to the question of the Foreign Post Office in Japan, we are perfectly justified in stating that all the obstacles to the surrender of the Foreign Post Offices have arisen from the Japanese themselves. This is especially the case in reference to the British Post Office; but the same remark also applies to the French Post Office, so much so that the French Minister has been compelled to refer the dispute to Paris a second time. It may not be generally known that a preliminary proposal was made by the Hongkong Government, to surrender the Hogo and Nagasaki offices at once, so as to meet the views of the Japanese Government; and that this most reasonable proposition was rejected. "The dishonest gratuity for old properties," etc., so gracefully set out by this subsidized representative of a "debased press," refers merely to the buildings at Yokohama which were erected ten years ago by the Hongkong Government; and to any one but a person blinded to

represent and advocate, rightly or wrongly, the views of an extreme party, there is nothing unreasonable in a Government making stipulations as to the disposal of its own property, whatever may be its age. In so doing, however, Sir Harry Parkes has simply represented the views of the Hongkong Government, which as Her Majesty's Minister he was bound to do. Had the Japanese Government been asked to take over the building or even the furniture at a valuation, there would have been nothing outrageous in the request. Even this, however, has not been done; and up to the date of Mr Hennessy's departure for Japan, the Japanese had never been asked a cent for the building referred to. Indeed, we believe it is scarcely probable that any such demand has been or ever will be made. All this will appear strange to any one who may peruse the charge made against the British Minister by the foreign advocate of a Japanese faction; but the attack will probably be regarded as quite in order when the inner history of Mr Hennessy's visit is written, and when all that our Governor's "followers" intended by the display shall have come to light. There is a sweet innocence, however, about that part of the onslaught wherein Sir Harry is soundly rated for doing his duty—i.e., for having acted as a medium between his own Government and that to which he is accredited. It would be interesting to know what the British Minister is paid for, if not for giving advice and assistance when asked; and when Sir Harry Parkes does so assist, there are few foreigners in Japan or China who are not convinced that he does his duty honestly and straightforwardly. This may possibly explain the density of the *Tokio Times* in this matter. Certain it is, that when the lively but inaccurate writer of *Tokio* charges H. M. Minister with undue intermeddling, he simply displays his ignorance of the facts, while he succeeds without any special effort in doing so in an offensive manner. Sir Harry Parkes has never intermeddled in postal matters in any way whatever; and unless rendering the most prompt and valuable assistance, when requested to do so—for which assistance the gratitude of the Postmaster General has been repeatedly expressed in his published reports—can be so designated, the writer before alluded to has ignored the meaning of certain good old English words.

While giving the Japanese the fullest credit for enterprise and for their thirst after moral and material advancement, it cannot but be regretted that their zeal should have beclouded their judgment, as it appears to have done in the matter of the Post Office transfer. Whatever interested foreigners may say, or try to make the Japanese believe, Hongkong never entertained the slightest desire to meddle in Japanese postal business at all. The so-called intermeddling was undertaken at the urgent request of the Home Government, and perhaps also because there was no one else to do it. It is not so many years since that Japan knew very little and cared less for post offices; and the Hongkong Government, when it built the Yokohama Post Office ten years since, may be said to have initiated, or furnished the means for initiating, the Japanese into the secrets of this necessary accompaniment to civilisation. Hongkong certainly will not regret when an end is put to all present connection between it and its somewhat ungrateful apprentice.

LOCAL AND GENERAL.

The next INDIAN MAIL may be expected here To-morrow, the 6th inst., by the Indian mail packet *Japan*.

The



monopolies, the merchants of Japan will persevere in their opinion that the Government are responsible and not the people.—*Japan Gazette.*

THE Eastern press are filled with the particulars of the negro exodus from Louisiana and Mississippi. They are packing up their small belongings, and with boxes and bundles, and the pickaninny, and the old, the middle-aged, and the young, are wending their way towards the happy land of Canaan, located, in their simple minds in Arkansas and other States to the northward, for which they have so unceremoniously set forth. The land-owners of the deserted Southern country are in a terrible quandary. Cotton and sugar cane will not grow spontaneously and now that the honest toiler has changed his spot, what can they, what will they, do? The negro has ever been a very domestic sort of animal, especially in the Southern country. "Ole Marster," even since the Emancipation Proclamation, has had the warmest corner of his trustful heart; hence the astonishment of "Ole Marster" sons at this sudden change of base. Labour they must have—they will have. Sambo has failed them, and now they begin to look to John Chinaman to supply his place. In the existing condition of things, California is not able to meet the wishes of her sisters of the South. "Chinese cheap labour" is in great demand here, and the number of disengaged celestial at the present writing is very trifling. To Hongkong, then, must the planter look for assistance in his hour of this need. The labourer is worthy of his hire, and if employed and paid for, his work will be faithful and effective. The South should open wide her deserted fields for the honest and industrious Chinese. They are the providential power to save her in this day of her tribulation. They are perfectly acclimated to the humid zone of the Southern States. White labour cannot exist in many parts of the South, and even if it were possible for it to stand the climatic changes, the rates of wages would be an insurmountable barrier. Koopmanschap and others in this city are receiving many letters, asking information, and all the signs of the times are, that "the Chinese must go South!"—*San Francisco News Letter.*

## TOWN TALK.

The case of "Joseph Howell, a steward, unemployed," who was had up by the master of the S. S. *China*, as a stowaway from Yokohama, before the Marine Magistrate on the 23rd ultimo, appears to be rather a hard one; a four days' sentence, I should think, would have met the merits of the case and vindicated the law, but four weeks' incarceration in jail, on hard diet and harder labour, is certainly beyond the bounds of justice; but I suppose sentences are, like a man's occupation, very precarious, which makes a distinction with a difference. What is this poor man's crime and offence? He acknowledges having "loafed" about the several Consulates in Japan, asking for assistance or deportation to Hongkong; they refusing, he took the initiative and deported himself;—but, you see, it happened to be by the great P. and O. mail Steamer *China*, which company are not over-liberal in giving passages, to any one. I fear that poor "Jack" has no "sweet little cherub that sits up aloft" looking after him in the far East, and often has to chew the cud of man's ill-nature and spleen, which makes him feel that

"Want and poverty is a law  
Severely punished by the law."

Many masters of ships in harbour have asked me if I had seen the bit of gratuitous information in a paragraph of your morning "contempo," vouchsafed to them last week concerning the vessels clearing their chains from turns (he meant keeping a clear hawse) as this was prejudicial in case of a Typhoon!! Many have laughed at the absurdity of the thing, while others have said "Pity, people can't mind their own business, and not talk of things they don't understand." I have assured them on most competent authority that this voluntary and seemingly anxious piece of information did not emanate from a harbour light; and as even the Flagstaff ignores it, I assume that it must have been the work of a person who used to run "a muck barge" between Dawlish and Margate.

What is the punishment for defacing the Queen's coin? I saw a Chinaman yesterday in the Queen's Road, chopping several Hongkong dollars, and I drew the fellow's attention to the fact that if an European were known to do such a thing he would have to undergo condign punishment in Her Majesty's stone frigate for a lengthened time. But, bless you, these Chinamen take no heed of the law on the subject, but go on their own way, and evade the law all they can, till they are bowled out; and then they plead ignorance. They are not ignorant though, only pig headed, bombastic and self-sufficient, with a tinge of the rogue in their composition, to say nothing of their other nasty blemishes. I suppose it would be of little use naming the number of the house I saw this fellow chopping these dollars at, as the Chinese run Hongkong now (while the Europeans are growing beautifully less and falling into nothing), and it would be unwise of me to interfere with their little game.

I allow that you have "pretty considerably riled" the bristles of your morning friend of the fourth estate, agent the agent of that International match (rather

Saturday last. I have witnessed some of the refinement of the swash-bucklers of the Pacific Slope, and the perspicuity and ornamental of the language used by them. I have seen also the counterpart used in that morning "friend of yours," and it struck me very forcibly that I had also heard such language used between the Dock Yard, and Keppel Head Common, Hard Porten,—where I should say their correspondent "Charley" used to be seen every day, suffering from the chronic effects of "calling time." His wit appears something like his letter, troubled very much with the rambling rickets, which will account for his playfully metaphorical aphorisms. However, I shall not dwindle down so low as stoop to vituperation as some people have done beforetime, but simply let "Charley" know that I have suffered a resurrection since the 28th ultimo, and am to the fore again.

P.I.P.S.

## CORRESPONDENCE.

To the Editor of the "CHINA MAIL."  
Hongkong, July 4, 1879.

SIR,—  
Give the calf more rope.

—Old Ballad.  
"There was a fool sat on a stool,  
And on that stool there sat a fool,  
Fool: stool:  
Stool: fool:  
Big Stool:  
Fool."

—Machine.

Your morning contemporary must be very hard up for material indeed, when he dishes out to his readers such insufferably thin slush as those interminable columns from the pen of the young man "Charley." The misanthropic Charley. For Heaven's sake, Charley, don't write any more. Please, please don't. Let it stop here. The Editor is, no doubt, chiefly in the wrong for allowing it to appear, but even the writer himself must surely be aware that no man could wade through those articles, or the slightest feeling of amusement. I am not acquainted with the author, but I assure him on my honor I am not writing this maliciously, and I want him to clearly and distinctly understand that I am talking simply for his good, and talking very, very plainly so that he may get it through his head and benefit thereby. If anyone has told him he was funny, that man has done an unwise thing, and should take heed how a thoughtless word may be often not only prolific of future misery to the innocent, but tend to render one ridiculous who perhaps if left alone would pass unnoticed and harmless. Poor, weak, deluded fool.

CALIBAN.

## Japan.

(Gazette.)

The following prices were realized at Mr. Cope's sale of racing ponies to-day:—Black Velvet \$230, Cynosure \$92, Petrel \$161, Penguin \$145, Levitt \$145, Jay Griffin \$71. A pair of valuable Bettors brought the sum of \$211.

In commenting upon the practice of smoking opium, the *Mai Nishi Shinbun* says that there are no less than four hundred Chinese and fifty Japanese in Yokohama who smoke the drug; and that the daily cost of the indulgence in this article is thirty yen. The editor says that opium is smuggled into Yokohama through the medium of Chinese on board of the *City of Tokio*.

On the 25th instant the Governor of Tokio addressed a note to the president and vice-president of the *Fu-kwai*, requesting them to attend at the *Fu-cho* to-day to consider matters relating to the reception of the ex-President of the United States on his arrival in Tokio.

We are informed by General T. B. Van Buren, U. S. Consul, that General Grant was to leave Nagasaki to-day in the U. S. man-of-war *Richmond*. The *Richmond* will anchor every night in order to avoid any risk, and also that a good view of the beautiful scenery in the inland sea may be obtained. She will not call at Kobe, and is expected to arrive at Yokohama on the morning of the 4th July.

The *Hochi Shinbun* of this morning, however, says that a telegram has been received announcing that General Grant left Nagasaki at 4 p. m. yesterday afternoon, and will probably arrive in Yokohama on the 3rd proximo.

It is expected that the ex-President will land at Bentsen as, so far, all negotiations to bring about his landing at the English harbor have failed, which is a great disappointment to the foreign community.

During his short stay in Nagasaki, General Grant appears to have met with a favourable introduction to the reception preparing for him on his arrival in Tokio. On the 21st instant he visited the exhibition, the celebrated temple of Suwa, and other places of note in the neighbourhood. That night there was as grand a display of fireworks on the summit of Kasagashira-yama as might be expected to be seen in a quiet, unpretentious town like Nagasaki, although past the time of year when it is customary to hold their annual "Kito Festival," the good people of Nagasaki could not permit their distinguished guest to depart without having witnessed their national sport. A special entertainment was got up for his benefit and came off on the top of Kasagashira-yama on the 22nd. At night the numerous grave yards on the sides of the hills were brilliantly illuminated with lanterns of many colours and presented a spectacle not likely to be easily erased from the memories of those who witnessed such an illumination for the first time. On the 23rd General Grant visited the Kencho, Saibansho, Schools and the Arsenal, and then returned to the Kencho, where a banquet was awaiting him. That night there was another display of fireworks; and the following day the principal inhabitants invited the General to a banquet at the *Yakusaijima* at the Fukuokai temple.

A meeting of five insurance companies advertised to be held this morning (25th) was attended by nearly all the agents of offices represented here. Unfortunately it was resolved to exclude the press notwithstanding the matter for discussion was of considerable public interest, namely, the storage of kerosene, and we are consequently unable to furnish more than a mere outline of the proceedings. The want of

of oil lately arrived has been severely felt by importers, and the Governor of Kanagawa has endeavoured to lessen the inconvenience as much as possible by putting up temporary sheds adjoining the Nakamura godown. One of the questions to be decided to-day was whether kerosene so stored should be considered insurable, and a motion binding the tariff offices to refuse to accept the risk was, we understand, lost, the prevailing opinion being that freedom of action was preferable to an obligation of the nature of that to which all the offices were invited to subscribe. The result of this will be that importers, who are already in an awkward position owing to the scanty storage at their disposal, will not be wholly outlawed;—that is, some means of protecting their property from the loss attendant upon a fire, are still left to them.

With all respect for the opinions and judgment of the agents of fire offices, and with full appreciation of the motives which actuated them, we think that this motion should not have been urged. The importers of oil have been morally forced to take their property outside the settlement, consequent upon the attitude of the insurance companies and they are now entitled to receive some consideration, which if not extended, because circumstances over which the importer have no control have increased the risk, will not add to the reputation of the offices for liberality. Insurance companies cannot govern trade nor should they attempt to do so. They may certainly interfere with it in a most serious manner for a short time, but they must eventually find that if only the best risks are to be taken, and more hazardous ones are to be refused, irrespective of any question of premium, the solution of the difficulty will be that the merchant must put the good against the bad, and not insure at all.

We should like to know the names of the offices who refused to bind themselves to an arbitrary refusal of all risks on kerosene in sheds; we would gladly give them an advertisement gratis.

## NAGASAKI.

From private sources we learn that the U. S. *Richmond*, with General Grant, Mrs. Grant and suite, on board, arrived at Nagasaki on Saturday morning last, (21st) the party being received with due honours. An address was presented to the General on landing.

The Address was printed on white satin, in blue ink, and was to be embroidered with the Dragon, the Star, and the Lotus. On Saturday night and again on Monday night, the Foreign Settlement was gaily illuminated, and there appears to have been general rejoicing.

Official advices received by wire, from Osaka, on the night of the 19th instant, state that cholera is raging fearfully there. On the day named, there were seventy new cases and fifty deaths. General Grant is advised by the Government not to visit Osaka, Kyoto, etc., at present. This change of the programme drawn up by Mr. Bingham, the U. S. Minister to Japan, who came to Nagasaki to receive the General, and is the guest of H. E. the Japanese Minister to the United States.

A somewhat prolonged cruise in the Inland Sea, relieved by calls at places of interest among the islands, was therefore suggested. Even Kobe, it is thought, would be tabooed to the General, though it was not unlikely the *Richmond* would look in there just to see how things were and whether a landing could be permitted with safety.

## MR. HENNESSY IN YOKOHAMA.

Of late the movements of Mr. Hennessy appear to have been rather mystifying, even to the Japanese officials themselves. First, he most unexpectedly changes the luxurious apartments in Tokio, provided for him by the Japanese Government at a cost of five thousand yen, for the inferior accommodation of hotel in Yokohama. Then it is suddenly reported that his Excellency would take his departure for Hongkong by the French mail on Saturday; and a later account splits him away to the hills of Nikko. As evidences that the Japanese authorities are not made acquainted with Mr. Hennessy's movements, we learn from the *Mai Nishi Shinbun* that official intimation was received at the Kencho yesterday that the Governor of Hongkong would leave by an early train for Yokohama on his way to Hongkong, and ordering the Governor to send a posse of police to the railway station to meet him. The police went, but Mr. Hennessy did not arrive.—*Japan Gazette*, June 28th.

The *Hochi Shinbun* is given to understand that Mr. Pope Hennessy, accompanied by a gentleman of Hongkong who came up with him to Yokohama, will travel overland to Kobe, probably by way of the Tokaido, and after making a short stay in the neighbourhood will return to Hongkong by way of Nagasaki and Shanghai. This is the arrangement as it stands at present, but a prolongation of His Excellency's stay in this quarter might cause him to alter his plans in so far as to compel him to go back to Yokohama and return to Hongkong the way he came.

According to the *Mai Nishi Shinbun* Mr. Hennessy intended to bestow the honour of a visit upon Kobe and Osaka, but becoming alarmed at the increasing death rate from cholera in those places, he deemed it expedient to alter this little arrangement and will depart for Hongkong on the 28th instant instead.

## A BIT OF VITUPERATION.

(Tokio Times.)

Little attention appears to have been given to the suggestions of the Japanese newspapers, that Governor Hennessy's visit affords the opportunity of settling, in a very short satisfactory way, all the annoyances, complications and irregularities thrown into the post office question by that inveterate meddler and mischief maker, the British Minister. The English postal agencies in Japan are in fact subject to the colonial administration of Hongkong. The representative of Great Britain has not, and never had, the faintest shadow of right to interfere with them in any manner. Of course he could no more help doing so than he could help drawing the breath of life. No man's pie, within reach, could possibly be free from his ambitious finger. But, as we have always maintained, every step he has taken in obstructing the natural and simple adjustment of the affair, has been in defiance of decency and propriety, if not of law. The obstacles he has interposed for two years past have been not only frivolous and contemptible, but wholly in excess of his powers and privileges. If the Japanese Government had chosen to do so, it could

have had him sent packing long ago from the scene of his misdeeds, merely by representing what he has done in the post office matter alone, and passing over his wilder and more outrageous freaks;—such as the memorable glass-breaking enormity, personal assaults like that in Kobe upon unoffending Japanese, threatening to occupy Yokohama with an armed force, provoking a wretched quarrel in England about Mr. Okubo's servant, violating diplomatic etiquette and usage by sending insolent letters to the prime minister, ordering and effecting dismissal of a prominent official because he called a queen a queen, depriving the treasury of its lawful revenue by a notification which he declared was sanctioned by the government but which in truth was issued on the strength of his own independent audacity, habitually envying his interview with members of the cabinet by shaking his fist in their faces, and other mad pranks too numerous to be set down in the space of a single paragraph. But he has been allowed to go on in his fantastic way, until perhaps the stern application of legitimate authority is imperatively required to check him. The idea that the governor of Hong Kong, who can dispose of the matter at will, should be requested to arrange it definitely and summarily, was an excellent one, and we trust it will be promptly realized. There is no reason to doubt if he consents to do so, that the affair may be terminated during his sojourn here, that the British post offices may be closed and turned over to those who should rightly possess them, without the exertion of a dishonest gratuity for old properties, time-worn chairs and tables, inkstands and pen-wipers, and the like; that the Japanese department may straightway proceed to exercise the functions that belong to it, and that the ministerial Jack-in-the-box may be, at least temporarily, fastened down in the dimensions of his proper sphere. It can be done, beyond a doubt. It should be done; and 'twere well 'twere done quickly.

## A THING THAT MUST BE STOPPED

(Japan Gazette, June 24.)

We had occasion yesterday to notice a case of forty-four bales of silk being taken into godown for inspection and rejected without examination several days afterwards, coincident with the receipt of telegrams announcing a weak and declining European market. Another case of similar character has been reported to-day. On the 18th instant 92 bales of silk, in six parcels of 6, 45, 6, 8, 16 and 18 bales, and on the 20th instant another lot of 8 bales, making in all 101 bales, were sent in for inspection under the usual implied agreement to purchase. Whether the home news influenced the intending purchaser or not we cannot say, but it is a fact—and an unpleasant one—that the entire lot of 11 bales were rejected, and turned to the owner yesterday, the 23rd instant. The only redeeming feature in these transactions is that in neither case were the foreigners British subjects. So very questionable are these transactions becoming that every mercantile firm in Japan is more or less compromised, while the effect upon Japanese traders is serious. When a parcel of silk is taken in for inspection at let us say \$700, that figure is regarded, and properly so, as a quotation. Telegraphic communication exists between—here and the principal silk districts, and the price at once springs. The trader feels justified, by transactions which are within his knowledge, in paying say \$680 for his purchases in the interior; shortly afterwards he is disagreeably surprised to find the parcel of silk taken at \$700, and on the strength of which he had based his calculations for new purchases, rejected altogether, to be subsequently bought up at \$620 or even less. It is clear that this system is indefensible, but it is equally clear the Japanese trader has no remedy for, unfortunately, among our merchant-consuls are to be found some of the principal purchasers of silk. The best remedy lies in exposure. This is the third warning, and we deem it advisable to say that if these practices are to be carried on it may be necessary to add the names and addresses of the foreigners who engage in them to the reported particulars of the transactions, of the accuracy of which latter the two parties concerned in the rejections recorded yesterday and to-day may be judges.

Foreigners have had much cause to complain of Japanese broken contracts and sharp practice on the part of native merchants, but if we are anxious to correct abuses of that nature and render their recurrence impossible, we must first look to ourselves; and if no gentler means will prevail, organize a combination to put an end to a radically bad system which damages the reputation of all the foreign merchants engaged in business in Japan.

## DR DUFF.

A Home Paper, in reviewing Dr George Smith's first volume of "The Life of Dr Duff," says:—

Born in the bosom of the Grampian Hills, where his father literally "fed his flocks," Dr Duff imbibed from his early surroundings, with the susceptibility of youth, a love of nature in her grandest forms, which afterwards enriched his oratory with images of lofty sublimity; and when he came in turn to feed the flocks of human souls who in after years often hung upon his words, the impressions of those scenes of his youth were made the means of conveying truths of vital importance in language of irresistible beauty. Those who have heard him speak of the sunrise on the great hills, and compare it in his beautiful language with the uprising and spread of the glorious Gospel of Christ, will readily fill in the outline we have suggested.

The son of parents of professed and active piety, young Duff was early dedicated to the ministry, and by a series of portraits, to the influence of which the Celtic nature is specially susceptible, he appears to have been early convinced of the "work there was for him to do." Specially favoured in his schoolmaster, of his debt to whom he never ceased to have the most lively recollection, and to whom the East owes—what will say how much?—of the linguistic labours of Dr Duncan Forbes, Alexander Duff went, at the age of fifteen, to the ancient University of St. Andrews, where he not only carried off the highest honours of his time, but had the invaluable privilege of listening to the eloquence of Dr Thomas Chalmers, then filling the chair of Moral Philosophy, and of forming that friendship with the eminent divines which was to have

the most vital effect on his future course in life.

We must refer our readers to Dr Smith's graphic pages for the thrilling story of the young student's struggles in forming the resolution as to his future path in life—his natural love of scholarship and books fighting strongly against the influence of evangelism—planted in his very nature by his father, and stirred up by the encouragement of Chalmers. Of how eventually he made his memorable decision to spend himself in spreading the truth as it is in Christ, and how, when the Church of Scotland awoke to a sense of the reality of its duties under its confession, which has for its motto, "And this glad tidings of the Kingdom shall be preached through the world for a witness unto all nations, and then shall the end come," its Committee on Foreign Missions found in the enthusiastic youth the man in all Scotland best fitted to do their work in Bengal.

In May of 1830, after being twice shipwrecked on the long voyage round the Cape, the young missionary arrived in Calcutta, and was received by Lord William Bentinck—then Governor-General—with a Christian sympathy that did much to cheer him and remove the memory of the friends he had left and the troubles of the voyage. In the first shipwreck his library of 800 volumes was almost totally lost; but the young evangelist, with a philosophy and resignation worthy of St. Paul, resolved that he would henceforth put his trust, not in books, but wholly in the cause of his Lord and Master.

It would be difficult to imagine anything more interesting than Dr Smith's account of Dr Duff's early efforts to establish the College which, in opposition to the only restriction laid on him by the General Assembly of the Church of Scotland, whose missionary he was, he found that to have any prospect of success he must establish in Calcutta the key and capital of the Empire. He was fully determined in his own mind that the primary essential to the success of his work among the Hindoos was that he should not only teach them the English language, but science and natural philosophy, really the handmaidens of truth, which would do most effectual work in clearing away the load of superstition under which the Hindoo mind was groaning. In this scheme he met much opposition from many of the other missionaries; but, supported by the active advocacy of the venerable Carey, and by the passive consent of the General Assembly, he inaugurated that College which was soon to draw like a magnet the Hindoos on whom the efforts of previous missionaries had made little effect, breaking down those prejudices of caste which stood an impregnable barrier to all true knowledge or religious life, and laying a foundation which has for its superstructure the vast system of General Assembly schools and colleges in Eastern India, and, much better, the bringing of countless precious souls of the knowledge of the true religion of Christ. After five years of almost superhuman effort his noble frame gave way under an attack of jungle fever, and he was laid for death, sorely against his will, to revisit England. At home he found the Church of Scotland was ripening for the disruption of 1843, and little interest in him or his mission existed amidst the heat of political and Church controversy. Dr Smith's description of the scene in the Old Church of Edinburgh, on May 25, 1836, when before the General Assembly of the Church of Scotland, Mr. Duff pleaded the cause of his mission with an eloquence which drew tears from the eyes of old and young among his audience, is thrilling in the extreme. That oration resounded from Maidenkir to John o' Groat's, and inaugurated the scheme of foreign missions, to grow in after years to gigantic dimensions and unbounded usefulness. Having stirred up his countrymen by a series of orations of unequalled attractiveness, delivered through the length and breadth of the land, to an interest in his work, he returned in 1840 to Calcutta, visiting Egypt, Sinai, Bombay, and Madras en route, leaving characteristic sketches of people and places to be embodied in Dr Smith's pages. The volume before us concludes with an account of the controversy in which the redoubtable missionary worsted Lord Auckland at the time of the first Afghan war, and the remarkable success of his mission up to 1843.

## "WRITINGS BY DEAD HANDS."

OR "VOICES FROM SPIRIT LAND!"

A book of the most absorbing interest is announced as "nearly ready," and but for one trifling circumstance, we (*Standard*) should cordially advise readers of all classes to look out for the publication.

There are twenty-three different papers, each by a different writer, in the coming volume, and nothing that is to appear has ever been published before, though most of the writers could have commanded almost any price for their work had it been previously offered. The first paper is by Prince Albert, and is entitled, "England and the Queen," and this is followed by "The Home of Horace Greeley," by the dweller therein, Professor Agassiz writes on "Evolution," John Stuart Mill on "Immortality," and Lord Lytton on "Metempsychosis." Some anonymous author relates "An Interview with Edwin Forrest." Mr. Charles Dickens gives "Two Christmas Carols." Hans Christian Andersen "The Story of a Great King." Georges Sand (called in the Index George Sande) describes a "Chateau in the Midst of Roses." De Quincey writes of "An Opium-Eater's Dream of Heaven," George Smith, the Assyriologist, offers "Personal Experiences." Abraham Lincoln also contributes, as do Charles Kingsley, Fenimore Cooper, and Dr. Livingstone; and when it is further said that Harodotus has written a paper on "Pre-Historic Races of Man," and that no less an authority than Titian has been secured for the "Art Notes," it will be seen that this is not an ordinary book. One thing in particular will strike readers of the index, and that is, that all the writers mentioned are dead. But this is the point of the affair. The editors, Margaret Fuller and Judge Edmunds, are also dead for the matter of that, but this does not destroy their desire to be useful to humanity. The book, as already mentioned, is "nearly ready," and it is understood that the foreign contributors have kindly consented to write in English. "The purpose is," we are told in a sort of preface, "to teach the great truths of Spirit-life as expressed in the desire of its Spirit-edition. It is the work of Spirits who on the earth plane attained to great eminence; and these communications from them in Spirit-life are well worthy of their earthly reputation."

## BREACH OF PROMISE OF MARRIAGE.

[Mr. Herschell's motion for the abolition of actions for breach of promise of marriage, excepting where actual pecuniary loss had been incurred, was carried in the House of Commons by a substantial majority. He thus addresses an aspiring youth of the Temple, with possibly some reminiscence of the air of the judge's son in "Trial by Jury."]

When you, my friend, are called to the Bar, Your wit may be fresh and hearty; You may be, as many young barristers are, A somewhat jocular party. But you won't in the course of your legal journeys,

Be required to cross the water To plead, as advised by 'cute attorneys, For somebody's jilted daughter.

A 'cute attorney jumps with joy When he hears a maid's confession, And choulds to think how he'll bully the boy, In revenge for his retrogression. "You'll get big damages, sure," he'll say, And cautiously remind her That her mother should bring her to court on the day, And her brother stand close behind her.

No, no. You won't grow rich as the Gurneys Through accustomed legal slaughter; To the courts no more shall 'cute attorneys Bring somebody's jilted daughter. That species of extortion I Most heartily disparage, And mean that henceforward no judge shall try.

A Breach of Promise of Marriage!—*Funny Folks.*

## A RAY OF HOPE.

The *Choya Shinbun*, after noting the main points of Mr. Hennessy's address before the Tokio Chamber of Commerce, thus remarks:—

Having heard these speeches, it is our duty to express our opinion upon them. The editors of the *Gazette* and similar foreign papers have condemned the governor's speech, and have, moreover, spoken of it in a contemptuous manner. Such a view of this subject does not seem confined to the journals referred to, for the same sentiments appear to prevail among English residents generally. Now these people, like Mr. Hennessy, have their interests in view, but their policy is that of inflicting injury on others for their own gain; and no idea of a policy to the advantage of both parties enters into their thoughts. They have never even dreamed of such a thing, and it is therefore in no way surprising that they should treat the just arguments of Mr. Hennessy as they have done. We admit that the governor's speech, on account of his short sojourn in this country, was inaccurate in one or two points, but only in minor matters. The main bearing of his discourse, assuring us that our trade would prosper in China, and his wish that the resources of Japan should be utilized in order that further extension of English trade might be effected, is a correct and incontrovertible argument, well worthy of the governor of the greatest English trading port in the east. Such a personage as the speaker cannot therefore be compared with English residents, who are blinded by the temporary and selfish gains before their eyes, and careless of securing mutual and prolonged benefits in the future.

The object of the governor of Hongkong is first to induce prosperity, and reap the consequent benefits. Should our trade not flourish, the effect upon English interests must be compromising; and should our trade prosper, that of Great Britain will flourish. If our productions and exports must increase, in the same proportion, must the importation of English articles augment. Should our industries decay and our wealth vanish, we shall not be able to consume English goods, and this must have evil effects upon the British. Such are the reasons why Mr. Hennessy wishes to extend the English trade at the same time as advantage accrues to us. It is not necessary for us to notice those Englishmen who see nothing but the profit actually before their eyes; but that the English government should with such obstinacy defend the barrier which obstructs the rising of our trade, must be the outcome of the policy of working for their own interests to the injury of others, and contempt of that by which others are made to prosper and benefits are derived from them afterwards. From the arguments put forth by His Excellency, it will be seen that the obstacle causes injury not only to Japan but to England. Therefore Fukuichi, in his reply, requested that consideration should be directed to the subject.

Now, Mr. Hennessy is a man who was selected by the Queen of England to govern one of her most important colonies in the east, his views upon trade in that region will no doubt gain the confidence of the English government. The Governor of Hongkong having made such a speech as that we have referred to, we do not think that he will overlook the great drawback to the expansion of eastern commerce. We may therefore hope that the time for regaining our tariff rights is not far distant.

## Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

## VESSELS TO ARRIVE.

AT HONGKONG.

Left.	Name.	From.
Feb. 22.	Grosvenor Constantine,	Hamburg
Mar.		
14.	John A. Briggs,	Cardiff
27.	Agnes Muir,	London
28.	Adam M. Simpson,	Cardiff
Apr.		
8.	Spain,	Liverpool
10.	Leone,	Cardiff
21.	Werra,	London
28.	Triton,	Hamburg
29.	Twilight,	New York
May.		
2.	Alex. Yesta,	Cardiff
5.	Alexander,	Penarth
11.	Southern Cross,	New York
12.	Alex. Newton,	(N.S.W.)
13.	Glamorganshire,	Cardiff
20.	Mencelaus (s.),	Liverpool
LOADING FOR CHINA AND JAPAN PORTS.		
At London.—Steamers via Suez Canal.		
Glenlyon,	Celtic Monarch,	
Edinburgh,	Sunbeam,	
Viceroy,		
Sailing Vessels.		
Douglas Castle,	Sarah Scott,	
Tanland,	Chinaman,	



## Notices of Firms.

## NOTICE.

THE INTEREST AND RESPONSIBILITY OF  
MR. CHAN HING WO in our Firm  
Ceased on the 21st day of January, 1879.  
MAN FOOK SING HONG,  
60 and 62, Bonham Strand,  
Hongkong, June 6, 1879. j96

## NOTICE.

MR. NGAN FOOK HOP was admitted  
a PARTNER in our Firm on the 22nd  
day of January, 1879.  
MAN FOOK SING HONG,  
60 and 62, Bonham Strand,  
Hongkong, June 6, 1879. j96

## NOTICE.

MR. JAMES ANDERSON, formerly  
Manager of the Foonchow Docks,  
has this Day been admitted a Partner in  
our Firm.  
J. INGLIS & Co.,  
Victoria Foundry, Wanchai,  
Hongkong, April 1, 1879. j98

## TO LET.

ON MARINE LOT No. 65, formerly  
known as the "Blue Houses,"  
Praya East—A GROUND FLOOR and  
A FIRST FLOOR, either separately or  
together; Also, Top Floor of No. 3,  
FIRST-CLASS GRANITE GODOWNS.  
Apply to MEYER & Co.  
Hongkong, June 3, 1879.

## TO LET.

(On Peddar's Wharf.)

OFFICES, fronting the Harbour, and  
GODOWNS, with possession from  
the 1st of July next.  
Apply to G. R. LAMBERT.  
Hongkong, June 14, 1879.

## TO LET.

HOUSES—No. 9, ZETLAND STREET,  
and No. 7, PEDDAR'S HILL.  
DAVID SASSOON, SONS & Co.  
Hongkong, April 29, 1879.

## TO LET.

OFFICES in CLUB CHAMBERS.  
Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, April 8, 1879.

## TO LET.

DUART, ARBUTHNOT ROAD, at present  
in the occupation of Messrs GILMAN  
& Co. Immediate Possession, for one  
year certain, at a Rental of \$100 per  
month.  
Apply to STEPHENS & HOLMES,  
Solicitors.  
2, Club Chambers, June 5, 1879.

"ROSE VILLAS"—FURNISHED OR  
UNFURNISHED,  
BONHAM ROAD,  
WITH Large TENNIS LAWN.  
Apply to SHARP & DANBY,  
No. 6, Queen's Road Central,  
Late Messrs E. D. SASSOON & Co.  
Hongkong, May 10, 1879.

## TO LET.

MARINE HOUSE—WEST.  
SECOND FLOOR and a GODOWN.  
OFFICES in Queen's Road, now under  
the occupation of Messrs WILSON & BIRD,  
and Messrs DAVIS & Co.  
Also,  
OFFICES and GODOWN in DUBDELL  
STREET.  
Apply to E. R. BELLIOS.  
Hongkong, May 21, 1879.

## NOW READY.

A CHINESE DICTIONARY IN THE  
CANTONESE DIALECT. Parts I  
and II, A to M, with Introduction. Royal  
Bro. pp. 404.—By ERNEST JOHN EITEL,  
Ph.D. Tubingen.  
Price: FIVE DOLLARS, or TWO DOLLARS  
AND A HALF per Part.  
To be had from Messrs LANE, CRAWFORD  
& Co., Hongkong and Shanghai; and Messrs  
KELLY & WALSH, Shanghai.  
Hongkong, March 1, 1878.

## Mails.

## STEAM FOR

SINGAPORE, PENANG, POINT DE  
GALLE, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MED-  
TERRANEAN PORTS, SOUTH-  
AMPTON, AND LONDON (Direct);  
ALSO  
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
REDIFE, Captain J. D. STEWARD, will  
leave this on TUESDAY, the 16th July, at  
Noon.  
For further Particulars, apply to  
A. MEYER, Superintendent.  
Hongkong, July 1, 1879. j98

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTES FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;  
ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON TUESDAY, the 8th of July,  
1879, at Noon, the Company's  
S. S. AYA, Commandant ROLLAND,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.  
Shipping Orders will be granted until  
Noon.

Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m. on  
the 7th of July, 1879. (Parcels are not  
to be sent on board; they must be left  
at the Agency's Office.)  
Contents and value of Packages are re-  
quired.  
For further particulars, apply at the  
Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, June 25, 1879. j98

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA  
will be despatched for San Francisco,  
via Yokohama, on TUESDAY, the 16th  
July, at 3 p.m., taking Passengers, and  
Freight, for Japan, the United States, and  
Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.  
On Through PASSAGES TO EUROPE,  
a REDUCTION OF TWENTY PER  
CENT from Regular Rates is granted to  
OFFICERS of the ARMY and NAVY,  
and MEMBERS of the CIVIL and  
CONSULAR SERVICES in COMMI-  
SSION.

Freight will be received on board until  
4 p.m., the 14th July. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.  
RUSSELL & Co., Agents.  
Hongkong, June 30, 1879. j95

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. OCEANIC will be despatched  
for San Francisco via Yokohama,  
on or about August 1st, 1879, at 8 p.m.,  
taking Cargo and Passengers for Japan,  
the United States, Mexico, Central and  
South America, and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.  
Freight will be received on Board until  
4 p.m. of the 31st July. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.  
Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Offices addressed to the Collector of Customs,  
San Francisco.  
For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.  
H. M. BLANCHARD,  
Acting Agent.  
Hongkong, July 8, 1879. j91

## INSURANCES.

SWISS LLOYD  
TRANSPORT INSURANCE COMPANY  
OF WINTERTHUR.

INSURANCES granted on MARINE  
RISKS to all parts of the World.  
MEYER & Co., Agents.  
Hongkong, June 3, 1879. j96

SCOTTISH IMPERIAL INSURANCE  
COMPANY.  
FIRE and LIFE.

INSURANCES against FIRE granted at  
Current Rates. Considerable Reduc-  
tion in Premium for LIFE Insurance in  
China.  
MEYER & Co., Agents.  
Hongkong, June 3, 1879. j96

## Insurance.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELOHERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against Fire to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

## THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:  
Marine Department.  
Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 26, 1872.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong  
for the above Company, are prepared  
to grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY,  
(LIMITED).

## NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profit,  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the net amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.

J. BRADLEE SMITH,  
Secretary.  
Hongkong, December 9, 1878.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBERG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling  
of which is paid up £100,000 "  
Reserve Fund upwards of £120,000 "  
Annual Income £250,000 "

THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foonchow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 16, 1868.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Saidon and Penang.

Risks accepted and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.  
NO CHARGES FOR POLICY FEES.  
JAS. B. COUGHRAN,  
Secretary.  
Hongkong, November 1, 1877.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the  
Shipping or midway between each shore are marked o., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Section.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>							
Bombay	1	Brit. str.	749	Feb. 12	Kwok Acheong	Yokohama	Coast Dock
China	2	Brit. str.	1036	June 27	P. & O. S. N. Co.	Manilla	To-morrow
Diamante	3	Brit. str.	514	July 2	Russell & Co.	Coast Ports	6th inst.
Douglas	4	Brit. str.	864	July 2	Douglas Lapraik & Co.	Shanghai	Tug Flying
Fame	5	Brit. str.	117	July 2	G. K. & W. P. Dook Co.	Shanghai	To-day
Fuyew	6	Brit. str.	920	July 2	C. M. S. N. Co.	Shanghai	To-day
Glamis Castle	7	Brit. str.	1675	June 18	Adamson, Bell & Co.	Shanghai	To-day
Glenylo	8	Brit. str.	1263	July 2	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	To-morrow
Hindostan	9	Brit. str.	991	June 5	David Sassoon, Sons & Co.	Shanghai	
Hwai Yuen	10	Brit. str.	384	July 2	C. M. S. N. Co.		
Kiangchow	11	Brit. str.	365	May 27	Kwok Acheong	Holhow & Haiphong	Ab'deen Dock
Mei-l	12	Brit. str.	181	June 30	C. M. S. N. Co.		
Norma	13	Brit. str.	606	June 31	Kwok Acheong		
Panado	14	Brit. str.	602	June 26	Melchers & Co.	Saigon	Sands' Slip
Sea Gull	15	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Tanals	16	Brit. str.	1000	July 2	Messageries Maritimes	Yokohama	Mails
Washi	17	Brit. str.	268	July 2	Landstern & Co.	Shanghai	
Yangtze	18	Brit. str.	782	July 2	Stemmen & Co.		
Zephyr	19	Brit. str.	800	July 2	Russell & Co.		
<b>Sailing Vessels</b>							
Abbie N. Franklin	20	Amer. bge.	480	Mar. 6		Cant 1	Cleared
Ann Adamson	21	Brit. bge.	464	June 26	Kwong Him Woo		
Auguste	22	Brit. bge.	1308	June 17	Edward Schellhass & Co.		
Blenheim	23	Brit. bge.	574	June 8	Melchers & Co.		
Canton	24	Brit. bge.	778	June 8	Chinese		
Channel Queen	25	Brit. bge.	609	May 24	Edward Schellhass & Co.	London	
Charité	26	Brit. bge.	256	June 2	Carlowitz & Co.		
Charon Waitana	27	Brit. bge.	656	June 12	Chinese		
Chasca	28	Amer. bge.	628	June 19	Chinese		
Clara	29	Brit. bge.	807	May 28	Vogel & Co.		
Clara Babuyan	30	Brit. bge.	568	June 8	Borneo Co., Limited	San Francisco	
Colwyn	31	Brit. bge.	1180	May 31	Vogel & Co.		
Edward Barrow	32	Brit. bge.	858	June 26	Captain		
Esperance	33	Brit. bge.	272	June 8	Carlowitz & Co.		
Fabius	34	Brit. bge.	650	June 11	Chinese		
G. C. Truifant	35	Brit. bge.	1629	June 11	Messageries Maritimes	London	Coast Dock
Gauntlet	36	Brit. bge.	666	May 17	Vogel & Co.		
Gollah	37	Brit. bge.	542	June 8	Captain		
Holene	38	Brit. bge.	372	June 23	Vogel & Co.	Hamburg	
Highlander	39	Amer. sch.	1852	June 19	Vogel & Co.	New York	
Irene	40	Brit. bge.	481	May 16	Russell & Co.		
Johanna Smith	41	Brit. bge.	438	June 29	Melchers & Co.		
John C. Munro	42	Brit. bge.	612	June 28	Adamson, Bell & Co.		
Lucky	43	Brit. bge.	424	June 9	Chinese		
Marquis of Argyll	44	Brit. bge.	800	June 11	Rosario & Co.		
Miriam	45	Amer. bge.	598	June 8	Adamson, Bell & Co.		
Monte Rosa	46	Amer. bge.	1313	June 16	Vogel & Co.	New York	
Moses B. Tower	47	Amer. bge.	637	June 14	Chong Woo		
N. N.	48	Dut. sm. sc.	176	June 17	Edward Schellhass & Co.		
Nettie Merryman	49	Brit. bge.	595	June 27	Chinese		
Noroman	50	Brit. bge.	717	June 8	Chinese		
Pallas	51	Brit. bge.	421	June 8	Stemmen & Co.	Guam	Cleared
Philippine	52	Brit. bge.	300	May 17	Rosario & Co.	Malbourne & Sydney	
Pi De Ma Dee	53	Brit. bge.	455	June 8	Kin Tye Loong	Bangkok	
Prince Arthur	54	Brit. bge.	296	June 8	Edward Schellhass & Co.	Sourabaya & Batavia	
R. M. Hayward	55	Amer. sm. sc.	605	June 28	Chinese		
Rapid	56	Brit. bge.	429	June 8	Chinese		
Rideman	57	Brit. bge.	740	June 19	Order		
San Francisco	58	Brit. sch.	284	June 18	Stemmen & Co.	Foonchow	
Siamese Crown	59	Brit. sch.	589	June 22	Chinese		
South American	60	Amer. sch.	1782	June 8	Russell & Co.	San Francisco	
Staut	61	Norw. bge.	580	June 8	Stemmen & Co.		
Sumatra	62	Amer. sch.	1090	Sept. 8	Russell & Co.		
Ta Lee	63	Brit. bge.	350	June 20	Stemmen & Co.		
Tartar	64	Brit. bge.	256	July 4	Melchers & Co.		
Thoon Kramom	65	Brit. bge.	474	June 28	Stemmen & Co.		
Three Brothers	66	Brit. bge.	367	June 18	E-Tye Hong		
Vale of Doon	67	Brit. bge.	669	June 12	Arnhold, Karberg & Co.		
Vigilant	68	Amer. sch.	1800	June 11	P. & O. S. N. Co.		
Wodan	69	Brit. bge.	489	June 23	Jardine, Matheson & Co.		
Zephyr	70	Brit. bge.	800	June 8	Captain		
<b>WHAMPOA</b>							
Hieronimus	71	Brit. bge.	425	July 1	Waler & Co.	Chafoo	
Iphigenia	72	Brit. bge.	425	June 30	Captain	Honolulu	

## Men-of-war in Hongkong Harbour.

<i>Vessel's Name.</i>	<i>Anchor- age.</i>	<i>Flag.</i>	<i>Class.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H. P.</i>	<i>Date of Arrival.</i>	<i>Commander.</i>
Li Tai .....	2 h	Annamese	man-of-war	2060	...	.....	June 10	Yuen
Moonsee .....	6 k	British	military hospital	2691	...	.....	.....	.....
Midge .....	7 c	British	gunboat	465	4	120	June 1	H. Salmon
Mode .....	7 o	British	corvette	19 0	14	850	May 22	J. G. Mead
Mosquito .....	6 h	British	gunboat	498	4	80	June 8	Lt.-Com. G. A. Gray
Shieldrake .....	7 h	British	gunboat	455	4	60	May 15	J. B. Hays
Sun-kee .....	Jan. 51	Chinese	gunboat	180	5	60	June 23	J. H. Wade
Tyne .....	7 g	British	transport	3020	2	.....	June 18	John E. Stokes
Victor Emanuel .....	6 h	British	Commodore's flag-ship	3087	20	.....	.....	Commodore Smith